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U. S. DEPARTMENT OF AGRICULTURE,
FEDERAL HORTICULTURAL BOARD.

C. L. MARLATT, *Chairman;* W. A. ORTON; GEORGE B. SUDWORTH; W. D. HUNTER; — — ——; R. C. ALTHOUSE, *Secretary.*

SERVICE AND REGULATORY ANNOUNCEMENTS.

OCTOBER, 1914.

QUARANTINE NOTICES, AMENDMENTS TO REGULATIONS, AND MAINE POTATO INSPECTION SERVICE NOTICES.

Gipsy Moth Quarantine, with Regulations.

The fact has been determined by the Secretary of Agriculture that egg clusters of the gipsy moth (*Porthetria dispar*) are being distributed on stone and quarry products from the infested region of New England to other sections of the United States.

Now, therefore, I, David F. Houston, Secretary of Agriculture, in order to meet the emergency caused by the continued spread of the gipsy and brown-tail moths, under the authority conferred by the act of Congress approved June 30, 1914, entitled "An act making appropriations for the Department of Agriculture for the fiscal year ending June thirtieth, nineteen hundred and fifteen," Public No. 122, 63d Congress, do hereby quarantine the area hereinafter described as infested by the gipsy moth, and, by this notice, do order that stone and quarry products shall not be moved or allowed to move interstate from any point in the area herein quarantined to any point not located in said quarantined area except in compliance with the conditions prescribed in the regulations hereinafter made and any amendments thereto.

The following towns and all the territory between said towns and the Atlantic Ocean are quarantined for the gipsy moth, namely: Tremont, Southwest Harbor, Mount Desert, Eden, Brooklin, Bluehill, Surry, City of Ellsworth, Orland, Bucksport, Winterport, Hampden, City of Bangor, Hermon, Levant, Hermon, Newburgh, Monroe, Jackson, Troy, Plymouth, Palmyra, Pittsfield, Clinton, Skowhegan, Cornville, Norridgewock, Stark, New Sharon, Farmington, New Vineyard, Farmington, Wilton, Dixfield, Peru, Rumford, Bethel, Mason, Stoneham, Lovell, Fryeburg, and Brownfield, *Maine;* Eaton, Madison, Tamworth, Sandwich, Holderness, Plymouth, Groton, Dorchester, Canaan, Orange, Alexandria, Danbury, Springfield, Sunapee, Newport, Goshen, Washington, Stoddard, Nelson, Roxbury, Keene, Chesterfield, and Hinsdale, *New Hampshire;* Northfield, Warwick, Orange, Athol, Petersham, Hardwick, New Braintree, North Brookfield, Spencer, Charlton, and Southbridge, *Massachusetts;* Woodstock, Pomfret, Brooklyn, and Killingly, *Connecticut;* Foster, Coventry, and West Greenwich, *Rhode Island;* Voluntown, North Stonington, Stonington, and Groton, *Connecticut.*

REGULATION 1.—No stone or quarry products shall be moved or allowed to move interstate to any point outside the quarantined area unless and until such stone or quarry products have been inspected by the United States Department of Agriculture and pronounced free from the gipsy moth.

REGULATION 2.—Every car, box, or other container of stone or quarry products, of which inspection is required by these regulations, shall be plainly marked with the name and address of the consignor and the name and address of the consignee, and

shall bear a certificate showing that the contents have been inspected by the United States Department of Agriculture and found free from gipsy moth infestation.

REGULATION 3.—Carload and other bulk shipments of stone or quarry products, for which inspection is required by these regulations, shall not be transported or offered for transportation interstate by cars, boats, or other vehicles unless each shipment is accompanied by a certificate showing that the stone or quarry products have been inspected by the United States Department of Agriculture and pronounced free from gipsy moth infestation. The inspection certificates shall accompany the waybills, conductors' manifests, memoranda, or bills of lading pertaining to such shipments made by cars or boats.

REGULATION 4.—Certificates of inspection will issue only for stone and quarry products which have been actually inspected by the United States Department of Agriculture, and the use of such certificates in connection with stone and quarry products which have not been so inspected is prohibited.

REGULATION 5.—Where inspection and certification are required by these regulations, inspection and certification by an inspector or other agent of the United States Department of Agriculture are meant, and such inspection and certification will be furnished without the payment of fees or charges of any nature.

REGULATION 6.—Stone or quarry products of which the interstate movement is prohibited or restricted by these regulations and which originate outside the area quarantined for the gipsy moth may be shipped interstate from points within the quarantined area to points outside the quarantined area under permit from the Secretary of Agriculture. Permits will issue only for stone or quarry products which do not bear egg clusters of the gipsy moth, and transportation companies shall not accept or move interstate from within the quarantined area such stone or quarry products which originate outside the quarantined area unless each shipment is accompanied by a permit issued by the superintendent of moth work [1] at Boston, Mass.

REGULATION 7.—Persons intending to move or allow to be moved interstate stone and quarry products for which certificates of inspection or permits are required by these regulations shall make application therefor as far as possible in advance of the probable date of shipment. Applications should show the nature and quantity of the stone or quarry products it is proposed to move, together with their exact location, and, if practicable, the contemplated date of shipment. Applicants for inspection will be required to place the stone or quarry products to be inspected so that they can be readily examined. If not so placed, inspection will be refused.

REGULATION 8.—All cars, boats, and other vehicles employed in the interstate transportation of stone and quarry products for which inspection is required by these regulations shall be thoroughly swept out and cleaned from all litter and rubbish before being so used.

REGULATION 9.—The interstate movement of all stone or quarry products entirely within the area quarantined for the gipsy moth will be permitted without restrictions other than those which may be imposed by State officials at points of destination.

This quarantine shall become and be effective on and after October 23, 1914.

Done at Washington this 23d day of October, 1914.

Witness my hand and the seal of the United States Department of Agriculture.

[SEAL.] D. F. HOUSTON, *Secretary of Agriculture.*

[The foregoing quarantine, made in cooperation with the Bureau of Entomology, is supplemental to the quarantine established under the Federal Plant Quarantine Act, and is, therefore, published in the Service and Regulatory Announcements of the Federal Horticultural Board.]

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[1] Blanks on which to make application for inspection or for permits will be furnished upon request by the United States Department of Agriculture, Bureau of Entomology, 43 Tremont Street, Boston, Mass.

Amendment 2 to the Rules and Regulations Governing the Interstate Movement of Potatoes from Areas Quarantined for Powdery Scab.

It is ordered that regulation 7*a*, of the rules and regulations of the Secretary of Agriculture governing the interstate movement of potatoes from areas quarantined for powdery scab, dated June 26, 1914, and effective on and after August 1, 1914, be and the same is hereby amended, effective at once, so as to read as follows:

a. No infected potatoes shall be moved from a quarantined area to or through a State, Territory, or District other than that in which such quarantined area is located, except for experimental or scientific purposes by the United States Department of Agriculture.

Done at Washington this 17th day of October, 1914.

Witness my hand and the seal of the Department of Agriculture.

[SEAL.] D. F. HOUSTON, *Secretary of Agriculture.*

Amendment 3 to the Rules and Regulations under the Plant Quarantine Act: Interstate Movement of Potatoes from Areas Quarantined for Powdery Scab.

Under authority conferred by section 8 of the Plant Quarantine Act of August 20, 1912 (37 Stat., 315), it is ordered that the regulations governing the interstate movement of potatoes from areas quarantined for powdery scab, dated June 26, 1914, be, and the same are hereby amended, effective on and after November 1, 1914, so as to permit the movement interstate without any restriction of table potatoes from all points in the State of Maine outside of the area designated by the Federal Horticultural Board as infected with powdery scab, and paragraph *b* of regulation 10 of the said regulations is modified accordingly.

Done at Washington this 31st day of October, 1914.

Witness my hand and the seal of the United States Department of Agriculture.

[SEAL.] C. F. MARVIN, *Acting Secretary of Agriculture.*

News item issued October 31, 1914, explanatory of amendment 3.

Maine potatoes intended for table use only and grown in regions outside of the area infected with powdery scab can now be shipped in interstate commerce without restriction. An order which became effective November 1, and which amends the previous regulations governing the interstate movement of potatoes, has been issued by the Secretary of Agriculture to this effect.

Heretofore the owners or their agents have had to file with the railroad company a statement that potatoes offered for shipment were grown in a noninfected area, and the potatoes were then inspected and certified while en route to their destination. These declarations are no longer required, and inspection and certification en route is done away with. Seed potatoes from the noninfected area, however, remain subject to the original requirement that a certificate be attached to each container. There is, moreover, no change in the inspection of potatoes from the infected area in northern Maine.

The action of the Secretary of Agriculture has been made possible by the cooperation of the Maine State Department of Agriculture, whose regulations now prevent the shipment of uncertified potatoes from the infected areas, Federal inspectors enforcing these regulations. The new arrangement will effect a considerable saving in expense as well as doing away with a certain amount of inconvenience to shippers.

Maine Potato Inspection Service Notice No. 2. To potato growers and shippers in uninfected areas. (Issued September 1, 1914; revised October 9, 1914.)

The following information and instructions are especially for the use of persons located in parts of the State where powdery scab has not yet been found. The entire State is under quarantine, but in those portions not known to be infected with the

disease the inspection and shipping restrictions are somewhat less rigid than for the infected districts. But some or all of these districts may be infected at any time, in which case they will be placed under the same restrictions as other like areas.

Warehouses and storage cellars, also barrels in which potatoes are hauled to storage or cars, should be disinfected as per regulation 12. While this would not be necessary if it were absolutely certain that there were no infection present, it is one of the precautions which should be taken to prevent further spread of the disease in case it is found. It was impossible to complete a thorough survey of the State outside of Aroostook County before planting season last spring, hence the powdery scab may be more widely distributed than is at present known. In such case the disinfection of storage places and containers will permit the holders of potatoes in these sections to continue their shipments by compliance with the further inspection regulations. Note that no favor is granted new houses or barrels. The coat of disinfectant should be placed on them so that any spores alighting will be killed in case moisture conditions would permit their germination otherwise.

Cars are also to be disinfected at all points where loaded because of the chance that infection may be carried by the same cars being used in both infected and uninfected areas.

Each person intending to ship potatoes interstate should register with the office of the inspection service at Caribou in order to be kept informed on matters pertaining to the regulations.

Registered shippers in uninfected areas will be furnished with copies of the regulations governing interstate movement of potatoes from quarantined areas, M. P. I. notices defining the infected areas, blanks onw hich to render shippers' statements, required in regulation 10*b*, and red warning cards for use on cars to be certified en route. The warning cards need be filled out with the name and address of consignor only. Unless otherwise notified, fill out the bottom line with the words "Junction point en route." Two of these cards are to be placed on the outside of each car, one on each door. Shippers need not use these cards on consignments amounting to less than half carloads.

The shipper's statement must be filled out at the time of billing the consignment and handed to the carrier's agent. As the certificate permitting interstate movement of the potatoes can not be issued until this statement is in possession of the inspector, it is very important that the agent have it in time to attach to the way bill; otherwise the quarantine inspector will hold up the shipment until he receives the statement. In case the shipper has none of the blanks furnished for this purpose, the statement may be written on ordinary paper (cut to 5 inches by 8 inches). Every consignment of potatoes forwarded under regulation 10*b* without formal inspection at time of loading must be accompanied by a shipper's statement, whether there be one bushel or a carload.

Shippers wishing to consign carload lots of table potatoes routed part rail and part water should make special arrangements for the sack cards that will be required in accordance with regulation 9*a* as amended. (See M. P. I. Notice No. 7.) On way freight shipments of less than 100-package lots the inspector issuing the certificates at junction points will attach package tags. A few sacks of table potatoes in a car of bulk potatoes need not be tagged.

Potatoes to be certified as seed stock must be inspected and certified previous to loading in all cases. Parties having such stock in uninfected areas should correspond with the inspection service in ample time to arrange for this inspection, so as to avoid delay when they are ready to ship.

At some points from which interstate shipments of potatoes are not rehandled before moving out of the State the carrier's agents are authorized to issue certificates upon the presentation of shippers' statements. This applies only to coast and river

points touched by vessels doing interstate business and to railroad points west and south of Portland.

Inspectors issuing certificates en route on shippers' statements are required to mail the consignor's copy to the shipper at the address given on the shipper's statement.

Table potatoes may be loaded at wharves or direct from wagons, provided cars are properly disinfected. Cars need not be disinfected for way freight shipments.

For further information apply to the nearest quarantine inspector, or address W. B. Clark, Superintendent, Maine Potato Inspection Service, Caribou, Me.

Maine Potato Inspection Service Notice No. 3. Instructions to quarantine inspectors. Certificates for table potatoes grown in uninfected areas. (Issued September 7, 1914.)

1. All certificates issued under regulation 10*b* without formal inspection must be supported by the shipper's signed statement that all the potatoes in the consignment were grown in territory not defined as infected with powdery scab. These statements should be made out on blank forms MPI–20, which are furnished free of charge to all registered shippers in the uninfected area.

2. The blank certificates for use under regulation 10*b* (MPI–9C) are printed on blue paper. They are numbered in triplicate, the second and third copies to be made with carbon paper.

In the first column enter the first and last number of the individual package cards used in the consignment. In case the potatoes are shipped in bulk write the word "bulk" in this column. In the second column fill in the car initials, or steamer name for water shipments. Put in car number for rail shipments and number of bushels in every consignment, whether by rail or boat.

Fill in names and addresses of both consignor and consignee and name of the transportation company to whom permission is granted for forwarding.

3. Mail copy marked "U. S. D. A." to the superintendent of the inspection service at Caribou on the evening of the day issued or the following morning; each certificate must be accompanied by the shipper's statement by which it is supported. Hand the copy marked "Carrier" to the agent of the transportation company; and mail consignor's copy to the address given on the shipper's statement, unless shipper or his agent is present to receive it.

Franked envelopes should be used for mailing all official papers.

4. When potatoes are shipped in packages, each container must have one of the small blue cards attached. On each consignment use cards whose serial numbers follow each other in regular order. When certificates are issued at original point of shipment these cards must be attached by shipper under supervision of the inspector. When the certificate is issued en route the inspector will attach the cards. They must be securely fastened to the packages. In the case of sacks sew through the left end margin. In attaching to barrels or boxes use not less than five tacks, one in each corner and one in the middle of the card.

5. Should any consignment be unaccompanied by shipper's statement or positive evidence that such statement has been lost en route, the inspector having jurisdiction will immediately notify the shipper that the consignment is being held pending receipt of the proper paper. An inspector having cause to suspect the genuineness or truth of a shipper's statement should issue the certificate unless he knows positively that the statement is false or forged, immediately make any investigation within his power, and report all the facts to the superintendent of inspection.

These instructions are in effect until superseded or amended.

W. Blair Clark,
Superintendent, Maine Potato Inspection Service, Caribou, Me.

Maine Potato Inspection Service Notice No. 4. Loading centers and stations controlled from each. (Issued September 10, 1914.)

Until further notice is given the following loading centers will each have an inspector in charge to whom should be addressed all applications for inspection service at the stations under their several jurisdictions.

Each inspector in charge will be authorized to maintain a sufficient force of inspectors to meet all reasonable calls. He should be notified of any unusual or extraordinary demands in ample time to provide therefor.

No.	Loading center.	Inspector in charge.	Stations controlled.
1	Danforth	C. W. Lank	Vanceboro, Lambert Lake, Tomah, Forest Station, Eaton, Danforth, Cherokee, Bancroft, Wytopitlock.
2	Kingman	J. F. Campbell	Brook, Drew, Kingman, Gordon, Mattawamkeag, Winn.
3	Sherman	C. L. Estabrook	Summit, Davidson, Staceyville, Siberia Siding, Sherman, Patten, Crystal.
4	Smyrna Mills	Frank Gorham	Belevedere, Island Falls, Dyer Brook, Oakfield, Smyrna Mills, Timony Road.
5	Houlton	J. Vincent McNutt	Ludlow, New Limerick, Carys Mills, Houlton, Wiley Road, Littleton, Hills Siding, Sharps Siding, Monticello, Harvey.
6	Mars Hill	Clarence N. Keyser	Bridgewater, Robinson, Mars Hill, Westfield, Phair.
7	Fort Fairfield	T. R. Spencer	Easton, Fairmount, Maplegrove, Fort Fairfield, McSheas Siding, Hopkins, Hockenhall, Stevens Mill, Goodwin, Walton, East Lyndon.
8	Presque Isle	J. Frank Guiou	Presque Isle, Goodings Siding, Beans Siding, Scotts Siding, Maysville, Lombard, Mapleton, Daggetts, Guious, Parkhursts, Campbells and Roberts Sidings, Caribou Road, Presque Isle Junction, Rands and Park Sidings, Aroostook Farm.
9	Washburn	G. R. Umphrey	Crouseville, Adaline, Bugbee, Carson, State Road, Shaw, Washburn, Perham, Spaulding, Hanford.
10	Woodland Center	E. W. Umphrey	Woodland Center, Colby, Margison, Sweden (A. V. R.).
11	Caribou	A. G. Webb	Caribou, Dows Siding, Grimes Mill, Barretts Siding, Ogren, New Sweden, McGraws Siding, Hurds Siding, Pauls, Foxs, and Sands Sidings.
12	Limestone	Walter Chase	Limestone, California Siding, East Road, Morrow Road, Goodrich, Houltonville, Murphy Road.
13	Stockholm	H. O. Beem	Stockholm, Jemptland, Westmanland, Blackstone.
14	Van Buren	Harry York	Van Buren, Martin, Canibas, Keegan, Violette, Parent, Notre Dame, Lille, Grand Isle, St. David, Fournier.
15	Fort Kent	H. L. Van Buren	Fort Kent, St. Luce, Frenchville, Guerette Station, Madawaska, Soldier Pond, Bradburys, Wallagrass, Eagle Lake, Winterville, McNally, Pierre, Wheelock, St. John, St. Francis.
16	Ashland	C. M. Daggett	Ashland, Squa Pan, Walker, Haywood, Masardis, Sheriden, Fish River Junction, Skerry, Portage, Nixon.

W. BLAIR CLARK,
Superintendent, Maine Potato Inspection Service, Caribou, Me.

Maine Potato Inspection Service Notice No. 5. Instructions to inspectors in quarantined areas. (Issued September 11, 1914.)

1. Shipper's registration and application for inspection: Owing to delay in delivery of supplies ordered for the office, many shippers have had to begin shipping before their certificates of registration could be sent them. In such cases the inspector will take the shipper's word that he has registered and inspect and certify consignments for him unless specifically authorized by his superior not to do so.

Three days' notice required for application for inspection is a protection to the inspector in charge in case the available inspectors have their time already taken up with other inspections. When inspectors are available on shorter notice they should handle the work. The shipper who depends on shorter notice does so at his own risk.

2. Specimens of common and russet scab showing striking resemblance to powdery scab are to be thrown out unhesitatingly. Also tubers showing marked development of either of these diseases are to be thrown out. It would require a more careful examination than such specimens are worth to determine that the powdery scab is not present along with the other scabs.

It will require the exercise of judgment on the part of the inspector to determine how much common and russet scab to allow without risking the presence of powdery scab. In general, only small infections, and these not on a large proportion of the potatoes, should be passed and certified.

All shippers must be treated alike by each inspector, and the inspectors in charge and traveling inspectors will see that all inspectors under their jurisdiction follow as nearly uniform practice as possible.

Except in a special exigency, do not attempt to inspect at more doors or wharves than can be looked after efficiently. Ask the inspector in charge to assign an additional inspector when necessary.

3. A car card should be placed on each door of the car. In filling out these cards the consignee's name may be omitted if the shipper so desires. Consignor's name and address must both go on. Certificate number and inspector's name must not be omitted. Do not use the indelible pencil in filling out these cards.

4. In using the small inspection cards on sacks the cards should be initialed by the inspector and issued as needed (sufficient for a carload at a time) to the bag sewer. The latter should sew them into the seam as the sack is closed, taking two or three stitches through the wide margin of card. Inspectors should utilize slack time to initial cards ahead and have them ready to issue when needed.

5. In issuing certificates give as the consignor the person or firm in whose name the consignment is billed out, giving as the address the point to which mail should be sent. If the point at which car is loaded differs from this, write in the space above the columns for description of cars, etc., the words "Loaded at ———," filling in the name of the station or siding at which the car is loaded.

When the potatoes are loaded in bulk, write in the first column of the certificate, under "Card No." the word "Bulk." When sacks are used, enter in this column the first and last number of each consecutive series used. Do not omit either the consignee's name and address or the signature of consignor or his agent. The U. S. D. A. copies of certificates are to be mailed to the office at Caribou on the evening of the day issued or the first mail next day. The report called for on the back of U. S. D. A. copies of certificates should be filled out very briefly, using words such as "free," "slight," "much," etc. Longer explanations may be made for unusual cases.

W. Blair Clark,
Superintendent, Maine Potato Inspection Service, Caribou, Me.

SHIPMENT OF ORANGES FROM THE STATE OF SONORA, MEXICO, THROUGH THE UNITED STATES IN BOND TO CANADA AND CERTAIN POINTS IN MEXICO AUTHORIZED.

The honorable the Secretary of the Treasury.

Sir: I respectfully recommend that the shipment through the United States in bond of oranges grown in the State of Sonora, Mexico, to points in Chihuahua and Sonora, Mexico, under the same conditions which governed such shipments last year, be permitted over the following routes:

Southern Pacific Railroad of Mexico to Nogales, Ariz.; Southern Pacific Co. (Pacific System) thence to Rio Grande; Galveston, Harrisburg & San Antonio Railway thence to El Paso, Tex.; Mexico Northwestern Railway to destination; reentering Mexico through the port of Ciudad Juarez.

Southern Pacific Railroad of Mexico to Naco, Ariz.; El Paso & Southwestern Railroad System to Douglas, Ariz.; Nacozari Railroad to destination; reentering Mexico through the port of Agua Prieta.

This arrangement is to remain in effect until further notice.

I have the honor to request that the customs officials concerned be advised accordingly.

Respectfully, D. F. HOUSTON, *Secretary.*

OCTOBER 6, 1914.

The honorable the SECRETARY OF THE TREASURY.

SIR: Referring to my letter of October 13, 1913, on the subject of the shipment of Sonoran oranges through the United States in bond for Canada and specifying the route such oranges are allowed to follow, and to my letter of August 24, 1914, extending indefinitely the time this arrangement is to be in effect, I beg to advise that as an alternative route from Kansas City such oranges may go over the Wabash Railroad to Detroit, thence to destination in Canada over the Canadian Pacific Railroad.

I respectfully recommend that the collectors of customs concerned be advised of this alternative routing.

Respectfully, D. F. HOUSTON, *Secretary.*

OCTOBER 24, 1914.

[The route previously specified is as follows: Nogales to Rio Grande; Rio Grande to San Antonio; San Antonio to Kansas City; Kansas City to Chicago; entering Canada either at Sarnia or Windsor.]

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